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d. Halle railroad district.

Classification tracks, Leipzig-Lehmen	1.90 km (1)
Crossing loop, Bilitz	1.70 km
Perouting of the Geiseltal line	13.20 km (1)
Replacement of rails on tracks 198 and 202 at the Halle freight station	1.77 km
Enlargement of trackage at the Rossau railroad station	1.49 km

e. Erfurt railroad district.

Crossing loop, Harnhausen	1.03 km
Trackage at the Hangershausen railroad station	0.72 km
Crossing loop, Erfurt	0.10 km
Track No 2 at Ellrich railroad station	0.46 km
Trackage at northern section of Hunsdorf railroad station	0.27 km
Crossing loop, Schwarzsa	0.10 km
Connecting curve, Reinsdorf	1.10 km

f. Greifswald railroad district.

Crossing loop, Tuestenfelde	0.73 km
Crossing loop, Klein-Brenzow	0.74 km
Tracks Nos 11 and 12, Priesen	0.79 km
Arrival and departure lines, sidings and cross-over lines at Bad Freienwalde	2.17 km
Connecting curve, Britz	1.30 km
Connecting curve, Neustrelitz	2.50 km
Hump, Eberswalde	3.90 km (1)

g. Magdeburg railroad district.

Track No 2, Schoenebeck	1.00 km
Tracks No 2 and 36, Kootzen	1.10 km
Crossing loop, Barby	0.87 km
Extension of trackage, Genthin	0.42 km
Foundry Combine West	12.00 km (1)

h. Schwerin railroad district.

Trackage, Perleberg	0.09 km
Crossing loop, Schmarl	0.10 km

Total:

100.25 km (2)

B. Utilization of 100 km of new rails:

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Type of Project	Length of Trackage Involved
a. Berlin railroad district.	
Second track on the Justerhag-Grossbeeren line	36.50 km
Connecting curve on the southern section of the Berlin Outer Freight Ring at Grossbeeren	3.60 km
Second track on the Seddin-Beizig line	4.11 km
b. Cottbus railroad district.	
Second track on the Mitterwiesche-Nicola-Buhland line	23.00 km
c. Dresden railroad district.	
Second track on the Chemnitz-Bismarck-Niederwiesa line	5.11 km
Second track on the Chemnitz-Bismarck-Niederwiesa line	4.30 km
d. Halle railroad district.	
Derouting of the Geiseltal line	5.50 km
e. Magdeburg railroad district.	
Second track on the GutsMuths-Berlin line	13.35 km
f. Schwerin railroad district.	
Bustzow-Schwaan railroad line	4.50 km
Total:	100.00 km (2)

2.

At three points, between Borsig and Golzow on the Borsig-Brandenburg railroad line a speed limit of 30 km/h had to be imposed. (3) A thorough investigation of the line established that between railroad km markers 22 and 22.48, 22.83 and 24.04, 31.3 and 32.6, and 32.5 and 40.1 (switch No 7) 80 percent of the ties were in poor condition and the type 10 rails installed there worn that they would have to be replaced by heavier material. A total of 7.09 km of trackage are affected. By reducing the permissible axle pressure to 16 tons and imposing a speed limit of 20 km/h, railroad operations may be maintained in the line sections mentioned for a period of about four months. After four months, more stringent measures will have to be taken. This shows that about 7.10 km of trackage will have to be replaced. It had been planned in 1951 to reinforce the Borsig-Brandenburg line, an essential measure in view of the heavy traffic burden on this line, and it is now proposed that the type 10 rails in the Borsig-Golzow line sector be replaced by heavier type material. (4) The Golzow-Brandenburg line sector is in good enough condition so that trains may operate on it with an axle pressure of 16 tons and a speed limit of 30 km/h. However, this is subject to the following measures:

- a. Work on the crossing point at Fiette must be started without delay, as the execution of the slow-down track construction work would be possible only after the setting up of slow-down signals.

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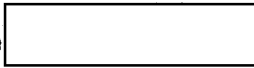


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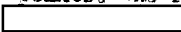
- b. The speed limit of 40 km/h presently in force in the Golzow-Bawdenburg line sector can be raised to 60 km/h without delay.
- c. Ties on the passing sidings at the Krahne and Golzow railroad stations, each 600 meters long, must be replaced.

25X1

(1)



25X1

- (2) These rails have been dismantled at other points. The rails obtained must be reconditioned prior to being re-used. 
- (3) These slow-down points are included in the slow-down regulations issued by the Berlin regional railroad headquarters for the period between 30 April and 3 May 1952.
- (4) This line continues the Langerberg-Neustadt on the Dossow-Liver-Bathenow line, which was improved in 1950. Its conversion to a main railroad line was included in the 1952 construction program of the Berlin regional railroad headquarters. The cost for the improvement of the line was estimated at 2,200,000 Eastmarks.

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